

REPORT / RECOMMENDATION



To: MAYOR AND COUNCIL

Agenda Item #: VIII. D.

From: Wayne D. Houle, PE, Director of Engineering

Action ☒

Discussion ☐

Date: November 20, 2012

Information ☐

Subject: Ordinance No. 2012-19 Amending Chapter 14 of Edina Code Concerning Bicycle Lanes

Action Requested:

Approve first reading of Ordinance No. 2012-19, amending Chapter 14 of Edina Code concerning bicycle lanes and waive second reading.

Information / Background:

At the Sept. 4 City Council meeting, the City Council adopted Ordinance No. 2012-17, which amended Chapter 14 of the City Code to designate bike lanes on specific roadways. The new portion of Tracy Avenue was not included in that ordinance amendment.

Attachments:

Ordinance 2012-19
September 4, 2012 City Council Minutes



ORDINANCE NO. 2012-19
AN ORDINANCE AMENDING CHAPTER 14 OF THE EDINA CITY CODE
CONCERNING BICYCLE LANES

The City Council Of Edina Ordains:

Section 1. Chapter 14 of the Edina City Code is amended by adding Section 1420 to provide as follows:

1420 - Bicycle Lanes

1420.01 Designation of Bicycle Lanes. Under Minnesota Statutes, Section 160.263, the City designates as bicycle lanes those portions of the following streets which are separated from the portion of the roadway used for motor vehicle traffic by physical barrier, striping, marking, or other similar device:

- (a) Blake Road from Vernon Avenue to Fox Meadow Lane
- (b) Blake Road from Waterman Avenue to Spruce Road
- (c) Interlachen Boulevard from Blake Road to Vernon Avenue
- (d) 58th Street West from France Avenue to Xerxes Avenue
- (e) 70th Street West from Normandale Road to Valley View Road
- (f) 70th Street West from Antrim Road to Metro Boulevard
- (g) Cahill Road from 78th Street West to 70th Street West
- (h) Antrim Road from 70th Street West to Valley View Road
- (i) Valley View Road from Antrim Road to TH62
- (j) 54th Street West from Wooddale Avenue to Minnehaha Boulevard
- (k) Valley View Road from Oaklawn Avenue to 64th Street West
- (l) Tracy Avenue from Benton Avenue to Vernon Avenue

1420.02 No Parking on Bicycle Lanes. No person may place or park any motorized vehicle, trailer, bicycle or other vehicle on a bicycle lane.

1420.03 Motorized Vehicles. No person may operate any automobile, truck, motorcycle, "motorized bicycle" as defined in Minnesota Statutes, Section 169.011, Subd. 27, or other motorized vehicle on a bicycle lane.

1420.04 Operation of Bicycles. For purposes of this Section, the term "bicycle" has the meaning given that term in Minnesota Statutes, Section 169.01, Subd. 51. Any person operating a bicycle on any street or bicycle lane must comply with Minnesota Statutes, Section 169.222.

Section 2. This ordinance is effective immediately upon its passage and publication.

First Reading: September 4, 2012

Second Reading:

Published:

Attest _____
Debra A. Mangen, City Clerk

James B. Hovland, Mayor

Please publish in the Edina Sun Current on
Send two affidavits of publication. Bill to Edina City Clerk

Mr. Wallin presented the draft resolution setting the maximum proposed 2013 tax levy and operating budget. He indicated that if approved, the 2.5% increase would be the maximum property tax increase the City could levy. However, in December the Council could lower the levy and expenditures and revenues prior to adoption of the final budget. **Member Swenson introduced and moved adoption of Resolution No. 2012-107, adopting the proposed budget for the City of Edina for year 2013, and establishing the proposed tax levy payable in 2013.** Member Sprague seconded the motion.

Ayes: Bennett, Brindle, Sprague, Swenson, Hovland

Motion carried.

VIII.B. RESOLUTION NO. 2012-106 ADOPTED – ACCEPTING VARIOUS DONATIONS

Mayor Hovland explained that in order to comply with State Statutes; all donations to the City must be adopted by Resolution and approved by four favorable votes of the Council accepting the donations. **Member Swenson introduced and moved adoption of Resolution No. 2012-106 accepting various donations.** Member Bennett seconded the motion.

Rollcall:

Ayes: Bennett, Brindle, Sprague, Swenson, Hovland

Motion carried.

VIII.C. ORDINANCE NO. 2012-17 – AMENDING CHAPTER 14 OF EDINA CODE CONCERNING BICYCLE LANES – ADOPTED

Mr. Houle presented the plans for bike corridors as recommended by the Edina Transportation Commission (ETC) and accepted by the Council, and the draft ordinance to designate these corridors as bike routes and bike lanes.

The Council discussed the recommendation of Alliant Engineering to remove the dashed line and use sharrows, or to leave in the dashed lines at Lewis Park as well as the option to place signage to restrict overflow parking during certain hours. It was noted that both the ETC and consultant indicated the priority was the bike lane with restricted parking. Mr. Houle displayed signage to address restricted parking and the bike lane. He recommended the use of dashed lines to provide driver and bicyclist awareness and increase safety.

Public Works Director Olson addressed the consultant's recommendation to use a buffered crosshatched line on Valley View Road or to use a six-inch fog line. Mr. Olson explained that a crosshatched line required hand painting at more than double the cost so he recommended using a six-inch fog line to more clearly define vehicular and pedestrian traffic lanes.

The Council addressed the appearance and alignment of bike lanes in the area of Normandale and 70th, noting it was precarious. Mr. Houle displayed a diagram of the area under discussion and advised there was not enough room for a dedicated bike lane west bound. It was agreed that in the future a green lane would be an option for this section. The Council acknowledged there was a missing link of sidewalk at 70th and Cahill. The Council also discussed the bike lane signage change at Lewis Park, the six inch fog line in the Valley View section of bike lane and the reconsideration of a green lane within the next year at Normandale and 70th under Highway 100.

The Council extended its appreciation to the Bike Edina Task Force, ETC, consultant, and staff for its work to address best practices and create a more efficient process so Edina would have the best on-street facilities and signage. **Member Sprague made a motion to grant First and waive Second Reading adopting Ordinance No. 2012-17, amending Chapter 14 of the Edina City Code concerning bicycle lanes.** **Member Bennett seconded the motion.**

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The Council discussed statutory definitions related to "bikeway," "bicycle lanes," "bicycle routes," and "bicycle paths," and agreed its intent was to assure all bicycle facilities were included in the ordinance. It was suggested a bicycle route map be created to assure public awareness. The Council requested staff research and provide recommendation on the City's power under Statutes and best practices of other organizations, such as the Transit for Livable Communities. **Member Bennett moved, seconded by Member Sprague, to revise Subsection 1420.01 to indicate: "...following streets which are separated from the portion of the roadway used for motor vehicle traffic by physical barrier, striping, marking, or other similar device..."**

Ayes: Bennett, Brindle, Sprague, Swenson, Hovland

Motion carried.

Vote on motion to grant First and waive Second Reading adopting Ordinance No. 2012-17, as amended:

Rollcall:

Ayes: Bennett, Brindle, Sprague, Swenson, Hovland

Motion carried.

VIII.D. SKETCH PLAN REVIEWED – 6500 FRANCE AVENUE

Planning Director Presentation

Mr. Teague presented the revised sketch plan to construct a one-phase five-story building with the mechanical equipment located inside the building. The overall height would not exceed the height of the mechanical equipment on the roof of the previously approved four-story building. He advised this site plan was generally similar to the previous plan with access from 65th Street and a secondary right out on France Avenue. Mr. Teague noted differences from the previous plan are: five story building with no rooftop mechanical equipment, 62 feet in height; attached parking ramp; five-level parking ramp; rounded grand building entry appearance at 65th and France; and green roof on top of the building. Mr. Teague advised the Planning Commission reviewed the proposed sketch plan at its August 22, 2012, meeting and generally liked the plan, believing it to be an improvement from the previous approval.

Proponent Presentation

Steve Michaels, Mount Development, stated the revised plan was an enhancement over the previous plan, harmonious with the adjacent six buildings, contained numerous green elements, and had a lower height than the six adjacent buildings.

Edward Farr, Farr Architects, presented the substantial changes made to the plan including the rounded and crowned corner element that opened the corner patio/public space, pedestrian access to the building from the rounded corner, enhanced pedestrian ways in challenging pedestrian locations, and green roof. Mr. Farr indicated surface treatment would be further addressed with staff. To achieve the same square footage as the six-story building, the south wing had been pushed westward so it now overhung what had been an open courtyard and connected with the parking ramp. Mr. Farr described traffic circulation and points of egress, noting the connection with the parking deck allowed better access and greater convenience to floors 3 and 4. The parking ramp was shifted to create additional green space and potentially a piece of public art could be incorporated at the main entrance. Mr. Farr presented the parking ramp lighting plan.

With regard to the potential variance request, Mr. Farr explained the parking structure was shifted five feet to the west; however, the proponent's civil engineer had indicated the remaining 15 feet would be adequate to handle stormwater management. He estimated there was 45 to 50 feet from the Southdale parking ramp to the street and three feet of green space between the building and street. Mr. Farr next addressed the parking ramp and precast material of three color tones to pick up on the building design. He displayed colored renditions of the parking lot, noting the location of louvers which would prevent a direct line of sight into the parking lot and its lighting.